The Hongkong Telegraph.

SIX DOLLARS PER QUARTER

WEDNESDAY, JULY 4, 1888.

No. 1970.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 3,900,000.
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. | S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. | J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. | L. POESNECKER, Esq.
B. LAYTON, Esq. | N. A. SIEBS, Esq.
Hon. A. P. MCEWEN. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 25th April, 1888. [8

RULES
OF THE
HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st September, 1887. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL ..... 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

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NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1885. [25

Intimations.

W. BREWER

CHEAP AND USEFUL BOOKS, 40 CENTS EACH 6 FOR $2.

THE Modern Hoyle or how to play all Games.
Modern Etiquette.
Everyday Errors of Speech.
Companion Letter Writer.
Marvels of Electricity.
" " Geology.
Ready Made Speeches.
French and English Pronouncing Handbook.
Photography for Amateurs.
Card Tricks made Easy.
The Wife's Handbook.
Cricket Year Book.
The Insurance Year Book.
Platt's Land, Money, Life, Poverty, 4 vols.
Art of Pen and Ink Drawing.
All Dickens' Works in Cloth.
All Carlyle's Works in Cloth.

90 CENTS EACH.

Letter Writer's Handbook.
All About Book-keeping.
" " Cooking.
" " Etiquette.
Ingolsby Legends.
Mallock's New Republic.
Lamb's Tales from Shakspeare.
Webster's Standard Etymological Dictionary.
Best of Everything.
Dictionary of Commercial Information.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 27th June 1888. [100

PIANOS! PIANOS! PIANOS!

HEUERMANN, HERBST & CO.,
SOLE AGENTS FOR THE
TRANSPOSING SCREW TUNED PIANOS.

WITH Mechanism for transposing for the accompaniment of singing or other instruments, being specially built for damp and no Shutters by the celebrated works

WILLIAM SCHONLEIN,
"BERLIN."

We invite the public before making any rash purchase to come and try these first class Pianos.

HEUERMANN, HERBST & CO.,
Sole Agents.

Hongkong, 18th May, 1888 [27

ROSE & CO.

HAVE RECEIVED PER FRENCH MAIL.

LADIES' EVENING SHOES in BLACK SATIN, KID and BRONZE.
THE LANGTRY WALKING SHOE.
GENTLEMEN'S KID and CANVAS SHOES,
CHRISTY'S TERAI HATS,
WATERPROOFS and UMBRELLAS.

Also,

A Fresh Invoice of DRESS MATERIALS in MUSLIN, CANVAS, PICOT EDGE ZEPHYRS to match the fashionable RIBBONS. EMBROIDERED COSTUMES in all Shades. The New Pattern DRILLET for DRESSES, 15 cents per yard.
LADIES' JERSEYS in all Shades.

ROSE & CO.
37 & 39, QUEEN'S ROAD, HONGKONG.

Hongkong, 23rd June, 1888 [40

KELLY & WALSH, LD.

JUST LANDED

SWEET CAPORAL CIGARETTES.
KINNEY'S STRAIGHT CUT CIGARETTES.
AND
TO ARRIVE BY THE "AJAX".
COPE'S "GOLDEN CLOUD."

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 26th June, 1888 [7

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
" Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Terai and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aptons.
Travelling Rugs and Scotch Mauds.
Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Corkscrew for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888 9

LANE, CRAWFORD & CO.

HAVE JUST UNPACKED A FRESH SUPPLY
OF
SMITH'S GLASGOW TOBACCOS.

BRIGHT CUT NAVY .....in 1lb. Tins.
FLAKED HONEY DEW .....in 1lb. "
GLASGOW MIXTURE .....in ½lb. "
GOLDEN BIRDSEYE.....in ½lb. "

LANE, CRAWFORD & Co.

Hongkong, 26th June, 1888. [29

Intimations.

GOVERNMENT NOTIFICATION.

WANTED a 2ND BOARDING OFFICER for the HARBOUR DEPARTMENT.
Salary $1,380 per Annum and Quarters.
Knowledge of Seamanship required.
Applications, with testimonials, to be sent to the Harbour Master before TUESDAY, the 10th instant, at NOON.

FREDERICK STEWART,
Colonial Secretary.

Hongkong, 3rd July, 1888. [674

GOVERNMENT NOTIFICATION.

THE following is published for general information.
By Command
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 28th June, 1888.

BRITISH VICE-CONSULATE,
ILOILO, 25th May, 1888.

DIRECTIONS FOR ENTERING THE PORT OF ILOILO.

AFTER rounding Anini (Southernmost point of Panay) steer E.N.E. magnetic course for St. Ana on the island of Guimeras and as the coast is bold can stand close in until Point Cabalic and Cape Bondolin are in a line; then steer straight up passing ¼ mile off Cape Cabalic and 200 yards off Bondolin.

These instructions are given as on entering the Port of Iloilo, Capes Bondolin and Dapdap which are very prominent heads (the latter being at Northern entrance to the harbour) are often mistaken by strangers when entering from the South for Points Cabalic and Bondolin, thus causing them to steer their vessels on to the Oton Bank. Cabalic being no higher than the rest of the coast in looking from the Westward is difficult to distinguish, but from St. Ana or the South is easily recognised.

G. SHELMERDINE,
British Vice-Consul.

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IMPAIRED VISION.

MR. LAWRENCE, of the Firm of LAWRENCE and MAYO, OPTHALMIC OPTICIANS, of London, Calcutta, and Bombay, may be expected in Hongkong on or about the 1st July.

Due notice of Mr. LAWRENCE'S arrival will be given.

Singapore, 6th June, 1888. [600

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "TEVIOT,"
FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 5th proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th proximo, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, 30th June, 1888. [662

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF PEKING" are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at Wanchi, from whence delivery may be obtained on Countersignature of Bills of Lading.

Goods remaining unclaimed after the 5th proximo, will be subject to rent.

No Fire Insurance is effected.

CHS. D. HARMAN,
Agent.

Hongkong, 28th June, 1888. [1

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ABYSSINIA,"
FROM SAN FRANCISCO, VANCOUVER, YOKOHAMA, AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 28th June, 1888. [36

Shipping.

STEAMERS.

THE "BEN" LINE OF STEAMERS.

FOR KOBE (DIRECT) AND YOKOHAMA.

THE British Steamer

"BENLARIG,"

Captain Freeman, will be despatched as above, TO-MORROW, the 5th July, at 4 P.M.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th June, 1888. [658

FOR MANILA, VIA AMOY.

THE Spanish Steamer

"DON JUAN,"

Captain Marquer, will be despatched as above TO-MORROW, the 5th instant, at 4 P.M.

For Freight or Passage, apply to
BRANDAO & Co.,
Agents.

Hongkong, 2nd July, 1888. [667

Shipping.

STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"MOGUL,"

will be despatched for the above Ports, on the 5th July.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 28th June, 1888. [652

STEAM TO STRAITS, COLOMBO AND BOMBAY, connecting at COLOMBO with the Company's Steamer "PARRAMATTA" for LONDON and INTERMEDIATE PORTS.

THE P. & O. S. N. Co.'s Steamship

"LOMBARDY,"

will leave for the above places on SATURDAY, the 7th July, at NOON.

(Passengers only will be booked to London by this Steamer).

E. L. WOODIN,
Superintendent.

Hongkong, 30th June, 1888. [661

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.
(Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer

"AFGHAN,"

Captain Roy, will be despatched as above on TUESDAY, the 10th instant, at 4 P.M.

Fare to Sydney or Melbourne $150.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 3rd July, 1888. [634

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 A. 1. American Ship

"ELECTRA,"

Jones, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 2nd July, 1888. [668

FOR SAN FRANCISCO.

THE AA I. British Bark

"E. J. SPENCE,"

Gill, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 2nd July, 1888. [669

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"C. C. CHAPMAN,"

Hichborn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 1st June, 1888. [550

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"WANDERING JEW,"

Nichols, Master, shortly expected, will load here for the above Ports, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 1st June, 1888. [551

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF SYDNEY"

will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 19th July, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versâ*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 3rd July, 1888. [1

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—*Cargo can be taken on through Bills of Lading for the principal places in* RUSSIA.

ON THURSDAY, the 5th day of July, 1888, at 9 A.M., the Company's Steamship "SACHSEN," Captain A. Faeger, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 4th July, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents

Hongkong, 9th June 1888. [4

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"ARABIC"

will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 10th July, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versâ*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 21st June, 1888 [2

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"ABYSSINIA,"

3,651 Tons Register, Lee, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, *viâ* KOBE, and YOKOHAMA, on TUESDAY, the 10th July, at THREE P.M.

To be followed by the S.S. on 2nd August and S.S. "BATAVIA" on 23rd August.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$160.00
To San Francisco..... 175.00
To all Common Points in Canada and the United States..... 230.00
To Liverpool..... 300.00
To London..... 305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 9th July.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 26th June, 1888. [36

Intimations.

A. S. WATSON & CO., LTD.

WATSON'S

ASTRINGENT LEMONADE.

Is an excellent stomachic and preventative of Diarrhœa and is recommended by the Faculty.

During the present Season, avoid all doubtful food impure water, over-fatigue, and impure air.

A bottle of ASIATIC CORDIAL, and a bottle of the Rare LIQUEUR BRANDY, are useful things to have in the house.

The following DISINFECTANTS are reduced in price:—

PERMANGANATE FLUID (similar to Condy's) 50c. per bottle or $1 per 2 gallon jar.

CARBOLIC ACID 75c. per quart bottle.

JEYES' FLUID, CHLORIDE of LIME and other Disinfectants at usual prices.

Special quotations for wholesale quantities.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY,

Established A.D. 1841.

Hongkong, 16th June, 1888 [illegible]

BIRTH.

On the 13th inst., at Thornton, Belsize Park, near London the wife of JOHN WALTER, of the Hongkong and Shanghai Banking Corporation, of a son.

DEATH.

On the 14th May, at Tréport (Seine-Inférieure) France, LOUISE MARIE, wife of Septime Viguier, formerly Harbour Master at Shanghai, aged 30 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 4, 1888.

TELEGRAMS.

(Reuter.)

GERMANY AND RUSSIA.

LONDON, July 1st.

The Emperor William and the Czar will meet shortly and it is expected that the meeting will probably result in an agreement by which Austria will be paramount in Servia and Russia in Bulgaria.

PARLIAMENTARY.

Mr. James Lowther has been elected for Thanet.

(From *Straits Times*.)

THE NEW EMPEROR.

BERLIN, June 26th.

William II's speech at the opening of the Reichstag was most pacific. He declared his adherence to the Treaties with Austria and Italy, and his wish to cultivate carefully the friendship of the Czar.

LOCAL AND GENERAL.

THE gunboat *Merlin*, Commander Maturin, arrived yesterday from a cruise.

THE Manila *Diario* is informed that a new theatre will shortly be built in that city.

THE P. & O. Company's steamer *Khiva*, from Bombay, left Singapore for this port at 7.30 a.m. to-day.

MR. HONG YEN CHANG, a naturalized Chinese, a graduate of Yale and member of Columbia Law Class, has lately been admitted to the New York bar.

THE French Government has resolved to reduce the monthly voyages to Indo-China by transports or chartered vessels, to one voyage every forty days.—This will be three voyages less in the year.

THE agents (Messrs. Adamson, Bell & Co.) inform us that the "Shire" line steamship *Carmarthenshire* left Singapore this morning, and may be expected here on or about the 10th inst.

OUR Yokohama contemporary the *Japan Mail* states that Major-General Palmer, Royal Engineers, has been appointed a Consulting Engineer (unsalaried) to the Japanese Home Department.

THE "Glen" liner *Glenogle*, Capt. W. E. Duke, tea laden from Foochow for London, left Pagoda Anchorage on June 6th and arrived at Singapore on the afternoon of the 14th, making the passage in 5 days, 8 hours and 50 minutes.

CHINESE pheasants are said to be so thick in the Waldo Hills, Colorado, that they have to be shooed out of the furrows by the ploughman, so greedy are they in gobbling up the angle-worms. They are becoming a nuisance.

COMMODORE MARKHAM, who has been approved by Her Majesty for appointment as Naval Aide-de-Camp, served in the *Impérieuse* at the capture of the Taku forts, 1861, and at Peking (China medal, Taku clasp); attacked and captured a piratical junk after a desperate resistance of three hours and a half, April 3, 1862. He was promoted for this service.

WITH the disappearance of the famous cattle trail from Texas to the north an interesting relic of pioneer days will be lost. This trail was 620 miles long and one mile wide, and when the original survey of Colorado was made, this strip was left for the use of the cattlemen. Hundreds of thousands of cattle have been driven along the trail, but the railroads have rendered it useless, and it is now to be thrown open to settlement.

A TELEGRAM to the *Rangoon Times*, dated London June 19th, says:—In the House of Lords last night the Marquis of Salisbury introduced a Bill for facilitating the entry of life peers into the House. The Bill provides a maximum number of five life peerages yearly and the total number never to exceed fifty. The clauses in it also enable the suspension from the House of any peers whose conduct brought scandal and disgrace upon themselves.

THE fastest warship in the world, excepting some English torpedo-boats, is said to be the German torpedo-hunter *Greif*, an aviso of 2,000 tons, which on her recent voyage from Kiel to Wilhelmshaven attained a speed of twenty-three knots an hour. Her engines develop 5,400-horse power, her whole construction fitting her for the special service for which she is intended, that is, hunting down torpedo-boats. To aid her in that service the *Greif* is provided with two electric search lights, two light guns of long range, and a large number of revolver guns.

THE sanitary condition of Hongkong is seriously occupying the attention of the Manila authorities.

IN a single day the other week Mr. Justice Field disposed of 341 divorce cases in Boston, U.S.A.

EDISON has recently perfected a new phonograph, which has been exhibited before the Electric Club and pronounced a success. It talks, sings, plays the cornet and piano.

OLD Man (at the head of the stairs): "Hasn't that young man gone yet, Clara?" Daughter: "No, papa; are we disturbing you?" Old Man: "Yes; the silence down there is most oppressive."

FROM a notification in another column it will be seen that from this date all vessels proceeding to Japan from or *via* Hongkong or Amoy will be subject to medical inspection at Nagasaki, Kobe and Yokohama.

THE Michigan Supreme Court has declared unconstitutional the local option law which was lately put into effect in that State. An error in the bill is the ground for the decision, which was rendered by the Court without a single dissenting opinion. High license will now be the rule.

A PHYSICIAN writing in the *American Magazine*, illustrating the evil custom of talking to an invalid about his pains, says that once he requested a mother to make a stroke upon a paper each time she asked a sick daughter how she was. The next day, to her astonishment she made 109 strokes. A three months' visit away from home was prescribed.

A WOMAN aged 70 years, a resident of Leeds, was charged the other day with the larceny of a shoemaker's last, valued at fourpence. The Judge, in passing sentence, said that the offence was a serious one, inasmuch as it was likely to deprive a patron of the cobbler of his shoes when he most needed them. The defendant was then sentenced to nine months' imprisonment and fined £2. Her only daughter was buried the day she went to prison. The Judge had not been "lynched" when the last mail left. But he richly deserved to be.

THE following is the opinion expressed by the *Porvenir de Bisayas* concerning the gunboat *Filipinas*: That the vessel be sold as soon as possible, and the proceeds of the sale be deposited in a Spanish Bank; that a committee composed of Spanish naval officers be appointed to draw out the plan for a new gunboat, the construction of which should be put up for tender, preference being given to Spanish contractors; and finally, that persons unacquainted with marine affairs be not allowed to interfere in any way with the construction of the new boat. This last is a nasty hit at somebody.

A VERY remarkable engineering feat (says the *Investors' Guardian*) has been accomplished in China in the face of extraordinary physical difficulties. It was the stretching of a steel-wire cable of seven strands across the River Luman, by the Danish engineer, De Linde, assisted only by unskilled Chinese labour. The cable extends between two points at a distance of 4,648 feet apart; the height of the first support is 477 feet above the present level of the river, and the second 737 feet. This Chinese cable is the longest in the world, except one, the cable across the Kistna, measuring 5,070 feet.

WOODYEAR'S Circus was fairly patronized last night considering the counter-attraction offered by the Wash Norton's "World of Wonders" at the City Hall. The Pavilion at Bowrington was not so well filled as on previous nights, but still a considerable number of amusement seekers availed themselves of a fine night to spend a couple of hours in the exhilarating company of the clowns that are clowns and the other attractions which have made Woodyear's Circus so popular in this colony. The various items on the programme were carried out with the customary efficiency shown by the members of this clever troupe, the Japanese performers being as before greeted with considerable applause. Another performance takes place this evening, and there will be a special afternoon performance on Saturday. We are glad to hear that Miss Moore's health is improving.

"THE GLORIOUS FOURTH," the anniversary of American independence, has been "celebrated" with the customary honours in all the American establishments in the colony, on board American vessels in the harbour, and wherever any of the free citizens of the Great Republic happened to be in residence. The star-spangled banner has triumphantly waved all over the colony, from the Praya to the castellated turrets of Mr. Thomas's popular hotel at the Peak. The Kee-chong hong, the headquarters of the pioneers of American commerce in the Far East, kept open house as usual, their hospitality being of the most lavish description, and in every way worthy of the 'good old days' we hear so much about. The American Consulate was another popular resort, Colonel Withers,—assisted by Miss Withers and the U. S. Vice-consul, doing the honors like a true Virginian. Generally speaking, our American cousins have been and are now enjoying "a good time," in which they have been ably assisted by the British and other foreigners in the colony. There has been a tremendous "boom" in milk punch at the Hongkong Hotel, that delicious but somewhat insidious beverage having been on tap all day *free of charge*. There will be gay doings and lots of tall talking throughout the city between now and midnight.

EITHER the fashionable patronage of Mr. Wash Norton's entertainment or the excellence of the performance caused the City Hall to be very well filled last night, when Mr. Achmet Robert Ali Jensen Bey took his benefit. H.E. the Governor did not arrive, but Major-General Cameron, C.B., and the Misses Cameron were present. More novelties were provided, one of the greatest attractions being the assistance of the band of the Northamptonshire Regiment, which played the overture and various selections admirably. A neat exhibition of parlour magic was given by Achmet Ali Bey, assisted by his brother, additional interest being lent by the exposition of several of the minor tricks. After a short but graceful skipping rope dance by Miss Haida, the two Harveys concerted and concussed for half an hour, with their invariable success. The *beneficiaire* then introduced his Black Art business, winding up by wearing his head under his arm. The curtain fell just in time to prevent him disarranging his entire anatomy, however. Mr. Wash Norton was everything by turns and nothing long, his Protean changes "fetching" the house every time. The landscape which Mr. Linton painted to slow music, standing on its (the picture's, not the music's) head was really almost artistic, and when lots were drawn for its possession by the holders of reserved seat tickets the fortunate lady—one of the Misses Cameron—was quite envied. The final item on the list was a pantomimic absurdity entitled "The Village Barber," in which most of the company took part. It was atrocious. However, the offence will not be repeated, as an again diversified programme is promised for Saturday night, when the 'boss' of the show takes his benefit. Mr. Norton promises to expose spiritualism, the wiles of the heathen Chinee, and other things that are vain, and new features generally will be introduced. Next week the company goes to Manila.

THE French gunboat *Pluvier*, Commander Fourest, left this afternoon for Haiphong.

THE Portuguese transport *India*, which left Colombo on June 20th, should reach Macao during the present week.

IT is estimated that so far the damage done by the recent rising of the Mississippi and Missouri rivers amounts to about $3,000,000.

MONSIEUR RICHAUD, the Acting Governor-General of French Indo-China held a grand reception at Haiphong on the 25th ulto.

FROM a notice in another column it will be seen that Mr. Wash Norton's "World of Wonders" will exhibit for the last time in Hongkong on Saturday night, when an entirely new and original entertainment will be given for the benefit of Mr. and Mrs. Norton. Seats may be secured at Messrs. Kelly and Walsh's, where a plan of the Theatre is on view.

THE Italian *Gazetta Ufficiale* publishes a long list of the honors which King Humbert has conferred upon Jews. Among them is the Order of St. Maurice and Lazarus, the highest in Italy, of which Signor Romain Jacur, member of the Chamber of Deputies, is the recipient. Eight other co-religionists have been rewarded with the Cross of Knight and four with the Cross of Commander of the Crown of Italy.

ALL self-made men, and those who desire to become so at their own or other people's expense, should read the biography of Consul-General Waller, U.S.A., who, many things by turn and nothing long—newsboy, sailor, law student, soldier, in active service (which he gave up on account of serious trouble with his eyesight), and lawyer and politician finally—has risen to be Consul-General in London for the Great Republic.

SAYS the *Straits Times*:—Pahang has come into such prominence of late that the result of the Governor's visit there will be awaited with keen curiosity. The Sultan of that State has shown unmistakable signs of having a will of his own. He is not likely to sink quietly into a figurehead, nor will he brook undue interference with his sovereign rights. It will need judicious management, indeed, and proficiency in the art of putting things, to bring him round to the opinion that a British protectorate of his country, after the type of the neighbouring Malay States, would be for the best. Reluctance to saddle himself with an adviser, who may end by becoming master, may well lead him to view with misgiving the introduction of the thin end of the wedge. In such cases, slowness only will give that sureness which will admit of the full development of the resources of Pahang.

THE cholera is no longer the terror that it was, but it still claims its victims. This morning a soldier of the 58th Regiment was buried with full military honours. We hear the rumour as to the large number of men in hospital on the *Imperieuse*, at the time of her departure, confirmed, our informant adding that last week he saw a crowd of sailors from that man-of-war strolling along with piles of bananas big enough and decayed enough to give the ship's company the cholera. We hear that several melancholy incidents occurred during the height of the recent epidemic. Three stout Chinese boatmen, brothers, died within a few days of each other, and only yesterday an Indian watchman who was called to see his sick brother, a constable, began to exhibit cholaic symptoms after exchanging a few words, dying in a few hours. The number of deaths among the Chinese from that cause is now reduced to a minimum.

A LONDON cable to the New York *Mail and Express* says:—It is amusing to observe how eagerly the Tories are trying to turn themselves into Liberals of the most advanced sort in the treatment of some most important public questions in order to preserve, if they can, a little of the respect of the nation and the majority in the House of Commons. The struggle to this end is almost ludicrous, but it must be confessed that the efforts are not without success. The latest trick of this kind concerns the upper house. During the Whitsuntide recess Lord Salisbury has prepared a bill which provides for the reform of the House of Peers. This reform has been so long, so urgently cried for by the Liberals and Radicals that the Premier's adoption of this policy seems as clear an imitation of Gladstonian principles as could possibly have been made. The object probably is to keep off more radical treatment and perhaps the total abolishment of the House of Lords, which is the pet theme with a considerable body of politicians. The main points of Lord Salisbury's scheme are the admission of life peers and the exclusion of black sheep of noble families. These two features would undoubtedly raise the character of the Lords and obtain for that house some of the respect which it used to command.

THE *China Mail*, in its last night's issue, asserts that "people generally are dead against the Praya Reclamation Scheme as now proposed." This assertion is, in plain English, a falsehood, and the man who made it is a doubly distilled liar of the first water. Why the Editor of our evening contemporary should degrade his newspaper—not an easy task we admit—and disgrace the profession out of which he makes an indifferent living by publishing what he knows to be egregious falsehoods is a mystery we confess our inability to comprehend. The Praya Reclamation Scheme has been approved by the Government, and unanimously agreed to by the marine lot-owners and the Hongkong community generally. The only public dissentient is the jaundiced paragraphist of the *China Mail*, who does not even hesitate to invent glaring improbabilities and give them all the publicity at his command. He further says that there is a rumour "that the question is to be re-opened, possibly upon the basis of the public good as against that of marine lot-owners only." No such rumour is current in any circles of the colony; the Government has already decided on its course of action and has not and never had any intention of re-opening a question that has been practically settled. It would really be interesting to know what object the evening paper hopes to attain by making statements which every person in the colony, from the humblest 'ricksha coolie to the most influential *taipan*, knows to be weak inventions, absolutely without any foundation whatsoever. Our contemporary ought to publish its scale of charges for special lying and backbiting.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE PRAYA RECLAMATION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I shall thank you to make the following correction in the Surveyor General's letter to me, which I read at yesterday's meeting.

For "in proportion to the number of frontage," read "in proportion to the number of feet of frontage."

I am, Sir,

Yours faithfully,

C. F. CHATER.

Hongkong, 4th July, 1888.

THE "CHILDWALL" CASE.

The case which came to an end yesterday in the Police Court fairly illustrates the unhappy and dangerous condition of things in the discipline of the British mercantile marine, where owing to various reasons, a tight hand is not kept upon the conduct and government of crews. Disturbances between seamen and their officers are common enough in the annals of colonial police courts, but possibly no ship in these modern days ever arrived in this colony, or in any other port under the British flag, where the conduct of the crew has appeared in a worse light than that of the sixteen seamen of the British barque *Childwall*. The vessel belongs to a well-known firm of shipowners and shipbrokers and auctioneers in Liverpool, which has been engaged in shipping pursuits for some years, and which we might suppose have had experience enough in shipping concerns to able to provide against all disasters springing from undermanning or under-officering their vessels. Possibly when the ship left the United Kingdom her crew and officers were differently constituted to what the trouble in March last found them in, but in any case, at that time the condition of the fore-mast hands appears to have been one of supreme independence of lawful authority, not to say one of semi-mutiny; while that of Captain Watson and his officers bore a complexion very far removed from that which should have held them as master of the situation.

The *Childwall* left Bombay on March 3rd, bound to San Francisco with a cargo of seventeen hundred tons of iron rails, and in charge of a crew whose total number reached twenty-two—fore and aft. Some of the sixteen able seamen who were lately charged with the offences which are now so well-known in this colony, engaged in the ship at Mauritius, Calcutta, and Bombay, so that possibly she had very few of her original able seamen by her when a mutiny, or something very closely approaching one, broke out on board on the 24th March last. A day or two after leaving Bombay—on a Sunday morning—while the chief mate was on deck, three strange white men came to him from forward and reported themselves as "stowaways"—as men who, unable to get employment in the cheap labour markets of Bombay, had taken the liberty of following an old custom and had secreted themselves on board the ship, first with the object of getting away from possible starvation, and secondly with the double object of finding a sanctuary on the ocean or in improving their fortunes in the highly paid labour markets of California. Of these three men, one was a tall, powerfully built fellow who had deserted from the Indian army, and who possibly was a bad character to begin with. However, the day being Sunday, they were told by direction of Captain Watson to go forward, with the understanding, of course, that their presence on board could not be helped, and that it was accepted as a necessary evil—chiefly on the score of having to feed a greater number of men than his owners had supplied provisions for. The men were allowed the same scale of rations as the legitimate crew, excepting beef and pork, which, considering the way in which British ships are provisioned and British ship masters dealt with by the law and by their owners, was fair enough. These three men had wilfully and feloniously intruded themselves on the Captain's company, knowing well enough that he could not throw them overboard, and thinking that he would be found complacent enough to convey them, *nolens volens*, to that *El Dorado* of all beachcombers and loafers—San Francisco. After the *Childwall* had been three weeks out from Bombay she fell in with an English ship called the *Matterhorn*, on board of which Captain Watson determined to transfer his stowaways, should her master consent. A boat was got out, and sent away to the *Matterhorn*, and the master of that vessel came to the *Childwall*, when arrangements were made to transfer the stowaways. This was about 4 p.m. on the 24th March, but on the chief officer giving the order for the men to get into the boat, they could not be found, as they had again secreted themselves down below amongst the iron forming the cargo. The hatches were taken off and a search made, in which the crew of the ship were wrongly permitted, or ordered, to join, and finally, after a good deal of hunting, the big deserter from the Army was discovered in the fore end of the ship, by the chief officer. On being ordered to come out and get into the boat he rushed with a torrent of oaths on the mate and struck him over the head with a crowbar. The boatswain and second mate, as well as some members of the crew, were standing near, and in their united efforts to stop the man's violence their two lamps were put out and they found themselves in partial darkness. The two officers emerged from the struggle very much bruised and covered with blood—caused, it was alleged, by some of the crew taking part against them in the affray. The mates went up out of the hold without their man and reported to the Captain that the crew were in a state of mutiny. Captain Watson, seeing his two officers bleeding from serious bruises, and hearing what the condition of affairs was, very reasonably armed himself with a revolver and went down below into the dark hold to root out the three desperadoes who had, as he thought, well nigh killed his two mates, one of whom, the second mate, was but a mere youth. Captain Watson being, as he alleges, 62 years of age, and having but a very feeble backing, was doubtless justified in doing what he did. He got to the fore-hatch in the 'tween-decks and shouted to the mutinous interloper to come out, subsequently firing two shots in the direction of the man's hiding-place, the last of which brought him out with a rush, crowbar uplifted ready for an attack, but suddenly dropping it on seeing the chief mate pointing a revolver at his head. He surrendered, was put into the boat, and search was then continued by the Captain for the other two men, who on being found hidden away in the after end of the ship, were conveyed on deck, with many oaths and bad language coming out of their mouths, and ordered into the boat—not, however, before two members of the crew had forcibly taken them out of the Captain's hands and conveyed them from the gangway, where the boat was waiting, to the forecastle, for their own purposes. After they had been forward a few minutes conferring with the crew, and all the time under the orders, doubtless, of their two henchmen, Bolson and Mortimer, the former of whom had placed himself deliberately in the gangway to prevent their departure, the two stowaways went aft and got into the boat to join their comrade, and were then taken on board the *Matterhorn*, which had been lying all the time, with her main topsail aback, ready to receive possibly, the three biggest blackguards who had ever polluted the quays of Bombay. With their departure from the *Childwall* ends their history in this case, but during their transfer from that vessel a state of things came into life amongst her crew which, if it was not mutiny was so nearly allied to that serious crime as to make the lines of demarcation very thinly perceptible. The first clear indication of rebellion on the part of the crew was when the Captain fired two shots, not at the stowaway, but in the direction of his hiding place, and was committed by a Russian seaman named Rumbeck, who threw a piece of rope at the head of the Captain—who was standing in the hatchway underneath him—calling out in tones of derision "fire, Captain, fire!" Oaths, malediction, and all kinds of opprobrious epithets were now hurled on the heads of the Captain and his chief mate, in their attempt to get the three scoundrels out of the ship. It was an explosion of mutinous conduct on the part of six or eight members of the crew, whose minds, doubtless, had been well primed for rebellion—a condition of the mutinous spirit which is quickly created in the British merchant service by such insubordinate characters who are often so numerous on a long voyages and who are invariably on the watch to take advantage of the least shadow of weakness in the after guard. The next indication of this spirit was when the Captain came up out of the after hatch with the two stowaways, and found the crew assembled on the quarter deck with Bolson and Mortimer ready to lead them on to any outrage. Backed by the presence of the insubordinate crew, these two men deliberately refused to permit the two stowaways to descend the gangway, and finally took them by force out of the hands of the captain and his very weak staff of officers. The putting of the Russian, Rumbeck, in irons—that is to say in handcuffs only—and in a saloon cabin, was the mildest of treatment compared with what he would have been subjected to in a ship belonging to his own country. Then followed the confinement of Bolson for deliberately refusing to go on the "look-out;" his reason being, that if he were not allowed to steer he would not keep a look-out; and finally came the refusal of the whole crew to do any more work till Bolson and Rumbeck were released. On matters reaching this climax Captain Watson was fully entitled to bring some pressure to bear on the mutineers by stinting them in their food allowance, if not by stopping it altogether; but it appears the insurgents, were masters of the situation and not only helped themselves to whatever they could put their hands on, but also broke open the door of the galley in order to do their own cooking. With his crew in this condition, Captain Watson at last determined to alter his course for Manila; which was more than some men would have done, but which he was doubtless justified in doing rather than risk the safety of his ship, the cargo, and the lives of himself and officers. He retraced the course of the *Childwall*, and on making the land of the Philippines, in three or four days, the crew then went to their duty, though with as bad a grace as they could possibly assume. On getting into Manila harbour two more of the men again refused duty, because, as alleged, they could not have tobacco served out to them at 6 o'clock in the morning; and after demanding a survey on the ship's hull—because she had been ashore six weeks previously—attempted to finish her career afloat by deliberately scuttling her. They bored through a leaden pipe in the fore-peak and by this means succeeded in filling the fore compartment, which was discovered before the water had found its way through the bulk-head. For refusing duty the bulk of the crew were yesterday sentenced by Mr. Sercombe-Smith to twelve week's hard labour, while the same measure of punishment was given to the Russian, who first assaulted the Captain by heaving a piece of rope at his head, and afterward made a murderous attack on the 2nd mate. For refusing to let the stowaways go over the gangway, the two men, Bolson and Mortimer, got four weeks each, in addition to twelve weeks for refusing duty; and for stealing ducks and other provisions, Brennan and Mortimer got four weeks in addition to all other sentences. For continued refusal of duty in Manila harbour, Bullock and Brennan were sentenced to four additional weeks, while the charge of scuttling the ship, which was at first preferred against the bulk of the crew, was withdrawn for lack of evidence.

So ends the case at the hands of the Hongkong Police Magistrate and of the maritime laws of Britain of which he was during the trial, the exponent and the index. We have nothing to say at present about his method of treating the case. Mr. Wilson was there to see justice done for the Captain, his officers, and for British merchants all over the world whose interests will, of course, be affected, and seriously so, by the magistrate's decisions. Mr. Denny's defended the crew, and expended an amount of acumen and energy in bolstering up their miserable defence, which might have been well economised for a better cause. Masters and officers of ships who read the report of this affair, and who carefully analyse the punishment inflicted on the unruly sailors, will assuredly denounce the whole proceedings as a miserable farce and an infamous libel on the fair name of justice, although it may be that the magistrate was strictly guided in his decision by the law of the colony. They will say with truth, as others have declared before them, that meddlesome legislation is legislating all seamen off the sea, and is supplying their place with a community of mutinous scoundrels who are a disgrace to the name of sailor when afloat, and who, when on shore, degrade our common humanity. Since the "wisdom of parliament" took the sailor in hand and first meddled with shipping affairs, our ships have been transformed into rusty iron boxes of hideous aspect, and the men who man them are following suit—they appear to the eyes of their best friends as pirates out of employment. Captain Watson, knowing how little he could rely on the laws of his country, as represented by the official log book, made the mistake of leaving Bombay with too slender an after-guard. His chief officer appears to have done as much as mortal man could do to support his skipper, but what is one officer, or even two, against sixteen able-bodied and truculent ruffians who have made the discovery that the ball is at their feet and who have determined to defy the law. Being a man of sixty two years of age, Captain Watson should have had not less than three officers, and three petty officers, every one of whom should have had courage enough to stand up for the discipline of the ship at the first symptom of insubordination. But instead of this useful, nay, requisite support, the carpenter and boatswain of the *Childwall* were men more aged than the Captain himself, and certainly quite unable to deal effectually with ruffianism. As to the punishments of the log book, such sailors as those on board the *Childwall* laugh them to scorn—they are men who put no value on money and attach no importance to decency, or to signed and sealed contracts. Another mistake Captain Watson made was in having anything to do with Irishmen—as long-voyage seamen. As friends on an equal footing the sons of Erin are everywhere entitled to respect, but as seamen on a long voyage, every old sailor, where at all possible, always gives "Patrick" a wide berth. On board the *Childwall* there were some six or eight man from the Emerald isle and all of them, with one single exception, were prominent fomenters of the trouble. On board of the *Rock Terrace*, whose experiences will be fresh in our readers memories, the sailors nearly drove the Captain demented, and all because he made the same error that Captain Watson was short sighted enough to make, in not having a staff of officers strong and numerous enough to carry out his orders and and to cause his authority to be respected.

"QUIET AS A SHEEP."

I should like some kind reader to furnish me with the exact meaning of this expression. It has always been associated in my mind with docile, gentle horses, a trifle lazy, perhaps, but certainly free from vice. In China, however, the words must have a different meaning, for animals so designated that have been lent me to ride, I have almost invariably found to be thoroughly vicious.

The first pony I rode in China was "as quiet as a sheep and requires no martingale," to use the words of his owner, who watched my departure and wished me "a pleasant ride." I had not proceeded far, however, when I found my mount anxious to eat grass by the wayside. This of course I could not allow, so, in order to remind the pony that I was out for *my*, not *his*, pleasure, I rebuked him gently with my whip, and tried to put him into a trot. Then the game began! I had evidently roused the latent demon within him, and my "pleasant ride" turned out to be two hours of fighting for misery. He wouldn't trot, nor would he canter, and he was too angry to walk, so for a long time he "danced" along the road, making both of us as hot and uncomfortable as possible. He had no mouth, and would let me pull either rein as hard as I could without even turning his head or moving a muscle. Finding myself beaten, and having no martingale to aid my efforts in controlling this unruly conveyance, I gave him his head, as we had a good open country in front of us, with the result of his bolting across country and depositing both of us into a hedge which he had scorned to jump. On regaining his feet, he changed his *rôle*, and adopted that of the placid cow, whose only wish was to eat grass and return homewards at the slowest possible walk. As nothing that I could do could stimulate him to quicken his rate of progression beyond a two mile an hour gait, I lost my dinner, my temper, and my wish ever again to perch upon the outside of this impostor.

At Tientsin another incarnation of lamb-like docility fell on me, kicked me, and so nearly slew me that I shall not flatter his memory by any further remark. While here in Hongkong, I was shewn an Arab horse that was going to be lent to me to ride, on the strength of his being "as quiet as a sheep." As my escort had the mount on him, I was able to study the habits of this equine *ovis*, which, evidently in remembrance of his youthful gambols, acted the part of the frolicsome lamb, by rearing up so straight that his rider slipped off over his tail. With a scream that had very little of the bleat in it, he rushed at my pony, but we luckily managed to dodge round a tree and save ourselves. Missing his prey, he made a dash at another pony that was passing by. Being a stranger in Hongkong and seeing a barrack yard close at hand, I got off my mount and led him inside the gate in order to wait until the vicious brute was secured or had gone away. I regret I did so, for I only exposed myself to the jeers of the men and the scornful indifference of a person who wore the uniform of an officer. My pony had been rendered so nervous by the onslaught on him that I was sincerely grateful for the kind and ready assistance given to me in holding the animal and helping me to mount by a passer by, who, although his colour was not as fair as that of the soldiers and their officer, shewed himself infinitely their superior in courtesy and kindness of heart. My husband tells me that this is *not* the way they have in the army. I hope for the credit of my own countrymen that he is right and that this regiment is an exception. Possibly—let us hope so—the individuals I saw were exceptions to the remainder of the Regiment.

The moral of all this is that horse owners, and especially young ones in China, should devote more attention to the management of their ponies, and not trust their education to mafoos who are as careless as they are ignorant.

A. HAYES.

LATE TELEGRAMS.

MADRID, June 13th.

A ministerial crisis has occurred, resulting in the resignation of General Martinez Campos, Governor of New Castille; Señor Sagasta, the Premier, is re-forming the ministry.

SOFIA, June 14th.

M. Stambuloff, the Premier, and other ministers have resigned, as they could not agree to the sentence passed by the court-martial which condemned Major Popoff on charges of falsifying his accounts, embezzlement and corrupt receiving of gratuities paid him for the exoneration of conscripts from military service.

VIENNA, June 15th.

Count Kalnoky speaking in the Hungarian Delegation said that the causes which are endangering European peace remain unremoved.

MADRID, June 15th.

Señor Sagasta has succeeded in forming a new Ministry.

BERLIN, June 16th, Evening.

A general order from the Emperor William II. to the Army and Navy has been issued to-day. It alludes in painful terms to the death of the Emperor Frederick, and affirms the deep reliance and attachment of his successor to both the services of the fatherland.

LONDON, June 17th.

The polling for the election of a representative of the Ayr Burghs in place of Mr. Campbell (Unionist) resulted in the return of the Gladstonian candidate, Captain Sinclair, by a majority of 63 votes over his Unionist rival Mr. Ashley.

Her Majesty the Queen has ordered general mourning for a fortnight. The court goes into mourning for six weeks. Prince Albert Victor of Wales also accompanied the Prince and Princess of Wales to be present at the funeral at Potsdam.

June 18th.

The English and Continental press have published leading articles on the subject of the General Order of the new Emperor of Germany. They dissent from the warlike interpretation given to it by the French press, and express their belief that the Emperor William's policy will remain pacific.

POSTDAM, June 18th, Morning.

Owing to the limited space in the Friedenskirche, the funeral to-day will be relatively small.

Evening.

The funeral of the Emperor Frederick the 3rd took place to-day. From an early hour the town was filled by a dense crowd, and every point of vantage was beset in order to view the funeral procession, which in spite of its announced simplicity attracted people from the capital and the neighbouring country districts. The procession marched from the Palace to the Friedenskirche; after the hearse walked the Crown Prince William and the Prince of Wales and a few members of royalty. The road was lined by a double row of soldiers, and a large military escort accompanied the late Emperor's remains. The service in the church was choral, and on the conclusion of the ceremony volleys of salvos were fired.

LONDON, June 19th.

In the House of Lords last night the Marquis of Salisbury introduced a bill for facilitating the entry of Life Peers into the House. The bill provides a maximum number of Life Peerages yearly, and the total number never to exceed fifty. The clauses in it also enable to suspend from the House any Peers whose conduct has brought scandal and disgrace upon themselves.

LONDON, June 20th.

A hopeful feeling prevails with regard to the political situation in Europe. The Continental Bourses were buoyant yesterday.

TEHERAN, June 20th.

The opening of the first railway in Persia takes place to-morrow. The line which

been completed extends from Teheran to Shah Abdul, a distance of 15 kilometers.

LONDON, June 21st.

Judgment was given yesterday at Dundalk in the appeal case of Mr. Dillon, who was sentenced to six months' imprisonment without hard labour on a charge of conspiracy. The judges have upheld the sentence passed by the magistrates at Mell, near Drogheda.

FOOCHOW.

A glass manufactory has been recently established at Nantai by a Chinaman, and he believes that through this knowledge he may pick up some tens of thousands of dollars. We hope to see a good result of this industry, meanwhile we wish him every success.

We made mention about the surplus of tea unsold last year in our issue of Saturday last, and as we were not satisfied with the matter, we were induced to institute an enquiry, and at last information reached us that the greater part of the same had been mixed up with this year's tea.

The farmers are very happy with their present crop of rice, which it is said is the richest on record. If such is the case, 1888 has brought Foochow good luck, considering the enormous profit producers made with their first crop tea—in fact, we are informed, all native trade is looking as bright as possible,—and with such a good crop of rice, surely they all must be very happy. Will foreign merchants share the luck?

According to advices just to hand from Shanghai, first steamers' teas do not now receive the same favorable attention as in days gone by. The sales *ex Mayune* during the first two days after her arrival were very limited and on the third day it is said that the dealers were hanging back and merchants pressing sales. The results of these limited sales are reported to be fairly satisfactory for fine and finest descriptions, while medium were giving a turn of profit and lower grades only just covering cost. With such a beginning, prospects cannot be considered particularly bright.

Our friends the Hunan disbanded "braves" have again shown their bravery in their usual character of robbery with violence. Some time last week a Celestial was seen by two of these "braves" in a Chinese bank cashing a note of some $50, and to his surprise, before he could get his money packed up, the gallant warriors took it away from him. They were chased by the unfortunate Celestial, but the sight of a rather bright looking dagger that one of the rascals brought out, stopped him from chasing any further. We are informed that Hunan men always carry with them deadly weapons, and generally make use of them freely.

The following is the Tea export since our last issue of the 23rd June :—

For London :—	
Pembrokeshire	1,237,895 lbs.
Glenorchy	674,047 „
For Continent :—	
Pembrokeshire	56,526 „
For Hongkong :—	
Pembrokeshire	1,996 „
For New York :—	
Glenorchy	67,189 „
For Halifax :—	
Glenorchy	26,488 „
For Odessa :—	
Glenorchy	6,000 „
For Sydney :—	
Ghazee	624,261 „
For Melbourne :—	
Ghazee	1,524,360 „
For Adelaide :—	
Ghazee	17,568 „
For Queensland Ports :—	
Ghazee	77,890 „

—*Echo.*

SIR HENRY PARKES ON THE CHINESE QUESTION.

In a speech to his constituents at St. Leonards on May 28th, Sir Henry Parkes, Premier of New South Wales, and for years a rabid Imperialist, made the following remarks on the vexed question of Chinese immigration to the Australian Colonies :—

Those who have watched my course must know that I have not dealt with this matter in a hasty or precipitate way. No man in his senses entrusted with the duties of the great office I am permitted to fill would run the risk of disaffection, turmoil, and agitation continuing in every centre of the population throughout the land. Suppose your former member, Mr. Dibbs—(groans)—had had the power of settling this question, do you think he would have settled it to the satisfaction of every class in this community? (Laughter.) Do you think he would have settled it to the satisfaction of any class in the community? ("No.") Do you think he would have settled it at all? ("No.") We were doing our utmost with the one hand to try and bring about unity of action on the part of the colonies, and with the other seeking to awaken the power of the Empire on our own behalf until we were forced to face the difficulty boldly ourselves. We made up our minds when these four ships arrived in Sydney with between 500 and 600 Chinamen on board that if we wanted to save our streets from bloodshed the men must not land. (Cheers.) We believe we had an undoubted right in the discharge of our duty to give an assurance to the people that these men should not come in any longer. I had said in my place in Parliament, and I say now, that if we have taken up our stand we will not turn back. (Cheers.) It may be that a few of these men will be allowed to land under the writs of the Supreme Court. We are not quite prepared to create a revolution in the country ourselves, but I venture to say that through our vigorous and determined action the influx of Chinese to this country has already terminated and for ever. (Cheers.) I cannot say the extreme view which I entertain of the present crisis, but I shall not hesitate to do so in my place in Parliament.

THE SUPREME COURT IN ERROR.

I don't believe but what a great error has been committed by the high legal tribunal of this country. I cannot for a moment believe that it is the constitutional law that the Government of a free country, responsible for the preservation of peace and good order, for the maintenance of justice and for everything that we hold dear, cannot refuse foreigners to land on our soil. (Cheers) Why, how do we know but what amongst these very Chinese there may be spies? How do we know but what they may be here to prepare the way for thousands of others? How do we know what their objects are? We have good reasons to believe that these Chinese do not land here as free men. They land here bound by a kind of slavery as complete as any asiatic slavery, and they land not free to act for themselves, but under bonds in which they are absolutely the slaves of other men. If we cannot prevent the few scores of Chinamen on board ship—and they are on board yet—from landing here, by the same principle of interpreting the law we cannot prevent 10,000 from landing. So far as I know the doctrines of great constitutional lawyers, it is inherent in a free government to prevent a foreigner landing on their shores. As I said before the Government are supported in this question by an overwhelming majority of the people's representatives, and behind them, so far as I can judge, we have an immense majority of the people of this country. We shall fight this battle out at all hazards, with a due care and a constant anxiety not to set unnecessarily a bad example to the people; and I don't pretend to say we shall resist what I believe to be the erroneous decision of the Supreme Court; but whether we do or not we shall not turn back. We shall push on this measure, and if it becomes law the Chinaman's tail will be seen in our streets no longer. (Cheers). I appeal to you whether in this trying question we have not acted with consideration, with some show of ability at all events, with the requisite courage where courage was required, and whether we have not carried a bill through the people's House of Parliament which, if carried into law, would terminate this evil now and for ever. (Cheers.)

NATURAL GAS IN CHINA.

According to the Washington correspondent of an American contemporary, Colonel Charles Denby, United States Minister at Peking, has recently sent to the State Department some interesting information about natural gas and its uses in China. Colonel Denby says that natural gas is found in Sz' chwan, near a town called Tsz-lin-tsing. In an area of twenty-seven *li* (nine miles) diameter salt wells are found. To make a well the Chinese use a long and elastic bamboo pole, supported in the middle by a cross piece, a rope made by coupling the ends of long (not twisted) slices of bamboo, and an iron instrument which weighs 120 catties (catty equals 1⅓ pounds). The rope is fastened on the thin end of the pole, and the iron on the end of the rope. A slight up and down motion of the thick end of the pole makes the iron hop and bore a vertical hole with its broad-sharpened edge. The ground to be perforated consists principally of sandstone and clay. When a portion of the rock is masticated, clear water is poured into the hole; a long bamboo tube with a valve in the bottom is lowered, and the turbid water raised to the top. Pipes of cypress wood are rammed in to protect the sides of the bored hole and to prevent the water contained in the surrounding ground from getting access to the well; the pipes are attached to each other at the ends with nails, hemp and tung oil. The inner width of the pipes is about five inches. As the work proceeds the pipes are rammed deeper and a new one attached on the top; the rope, too, is made longer. At a depth varying from 700 to 1000 ching (700 to 1,000 feet) the brine is struck and the well is fit for use. The brine is raised to the top through long bamboo tubes and bamboo ropes, as described, by means of a horse-whim, and then carried to large pans for evaporation, or led to them through bamboo pipes.

Besides these wells there are others, which are bored to the depth of from 1,800 to 2,000 feet. At that distance below the surface petroleum is struck. Immediately on reaching it an inflammable gas escapes with great violence. Work is now stopped and a wooden cap fastened over the mouth of the pit, perforated by several rows of round holes. In each of them a bamboo pipe is inserted, and through these the gas is led under the evaporation pans. The pipes ramify, and on each end a tapering mouthpiece, terminating in a small aperture, is attached. The gas is then used for evaporating the brine.

The enterprising spirit which induced the Chinese to examine the ground at so great a depth is said to have had its origin in the drying up of a brine pit. The proprietor was in hopes of meeting brine at a greater depth, but found instead the gas.

When the country was infested with rebels during the Taiping rebellion, they removed the cap from one of the gas pits and set fire to it. Since that time a long column of fire has risen from that pit and it is considered impossible to stop the flame.

The gas pits and brine pits are owned separately by corporations. The owners are subjected to the control of the Government. The Government monopoly is in the hands of the "Taotai," who resides at the place. The salt works of Tsz-lin-tsing yield considerable revenue to the Government, and have besides enriched numerous proprietors and given occupation to a numerous population. The number of "fire pits" is twenty-four, and the salt pits are innumerable. Some of them do not enjoy the advantages of gas. The brine is evaporated with grass and wood.

A REMARKABLE CASE.

Under the above heading the *Doncaster Reporter* of July 6th, 1887, publishes the following in its editorial columns—

Our readers may recall the circumstance of a young clerk, named Arthus Richold, falling insensible on the Wheatley Lane in this town some time ago, and being picked up, as he continued perfectly helpless, and taken in a cab by two gentlemen to the office of F. W. Fisher, Esq., the solicitor who employed him. On restoring him to consciousness it was ascertained that he was afflicted with what seemed to be an incurable disease. When he was able to speak he said he had been to his dinner and was on his way back to his work, when suddenly his head was in a whirl and he fell in the street like a man who is knocked down. On coming to his senses in the solicitor's office he thought what this might mean, and feared he was going to have a fit of illness, which we all know is a very dreadful thing for a poor man with a family to care for.

With this in his mind he at once sought the best medical advice, telling the doctors how he had been attacked. They questioned him, and found that his present malady was exhaustion of the nervous system resulting from general debility, indigestion, and dyspepsia of a chronic nature. This in turn had been caused by confinement to his desk and grief at the loss of dear friends by death. The coming on of this strange disease, as described by Mr. Richold, must be of interest both to sick and well. He had noticed for several years previously, in fact, that his eyes and face began to have a yellow look; there was sticky and unpleasant slime on the gums and teeth in the morning; the tongue coated; and the bowels were so bound and costive that it induced that most painful and troublesome ailment—the piles. He says there was some pain in the sides and back and a sense of fulness on the right side, as though the liver were enlarging, which proved to be a terrible fact. The secretions from the kidneys would be scanty and high-coloured, with a kind of gritty or sandy deposit after standing.

These things had troubled Mr. Richold a long time, and after his fall in the street he clearly perceived that the fit of giddiness was nothing more than a sign of the steady and deadly advance of the complaint, which began in indigestion and dyspepsia. His story of how he went from one physician to another in search of a cure that his wife and little ones might not come to want is very pathetic and touching. Finally he became too ill to keep his situation and had to give it up. This was a sad calamity. He was appalled to think how he should be able to live. But God raised up friends who helped to keep the wolf from the door. He then went to the seaside at Walton-on-the-Naze, but neither the change, nor the physicians who treated him there, did any good. All being without avail he visited London, with a sort of vague hope that some advantage might happen to him in the metropolis. This was in October, 1885.

How wonderful, indeed, are the ways of Providence, which dashes down our highest hopes and then helps us when we least expect it.

While in London he stated his condition to a friend, who strongly advised him to try a medicine, which he called *Mother Seigel's Curative Syrup*, saying it was genuine and honest, and often cured when everything else had failed. He bought a bottle of a chemist in Pimlico, and began using it according to the directions. He did this without faith or hope, and the public may, therefore, judge of his surprise and pleasure when after taking a few doses he felt great relief. He could eat better; his food distressed him less; the symptoms we have named abated; the dark spots which had floated before his eyes like smuts of soot, gradually disappeared, and his strength increased. Before this time his knees would knock together whenever he tried to walk. So encouraged was he now that he kept on using *Mother Seigel's Curative Syrup* until it ended in completely curing him.

In speaking of his wonderful recovery Mr. Richold says it made him think of poor Robinson Crusoe, and his deliverance from captivity on his island in the sea; and added, "But for Mother Seigel's Curative Syrup the grass would now be growing over my grave."

Our readers can rest assured of the strict truth of all the statements in this most remarkable case, as Mr. Richold (now residing at Swiss Cottage, Walton-on-the-Naze) belongs to one of the oldest and most respected families in the beautiful village of Long Melford, Suffolk, and his personal character is attested by so high an authority as the Rev. C. J. Martyn, rector of that parish, besides other excellent names. We have deemed the case of such importance to the public as to justify us in giving this short account of it in our columns.—[*Advt.*

To-day's Advertisements.

"SHIRE" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"CARMARTHENSHIRE,"

will be despatched for the above Ports on the 11th instant.

This Steamer has superior Passenger accommodation.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th July, 1888. [676

NOTICE TO CONSIGNEES.

STEAMSHIP "MOGUL,"

FROM GLASGOW, LIVERPOOL, BENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 10th proximo, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th July, 1888. [52

"NOTHING SUCCEEDS LIKE SUCCESS."

THEATRE ROYAL,

CITY HALL, HONGKONG.

SATURDAY NIGHT,
the 7th July, 1888.

WASH NORTON'S FAMOUS

"WORLD OF WONDERS."

Our efforts acknowledged by
CROWDED FASHIONABLE AND DELIGHTED AUDIENCES.

THE LAST GUN AND BIGGEST BOOM.
POSITIVELY FAREWELL PERFORMANCE
AND COMPLIMENTARY
BENEFIT
TENDERED TO
MR. and MRS. WASH NORTON.

A MONSTER PROGRAMME OF NOVELTIES.

EVERYTHING NOVEL;
NOTHING REPEATED.
First Time of
Mr. and Mrs. WASH NORTON
in their screaming farce entitled
"A PECULIAR BOX."

Timothy.....Mr. WASH NORTON.
Catherine.....Mrs. WASH NORTON.

First Time of
THE HARVEY BROTHERS'
Ludicrous Production
"THE TROUBADOUR"
OR
"THE CUT UP TENOR."

First Time of
Mr. and Mrs. WASH NORTON
in their spiritual seances entitled
"15 MINUTES WITH THE GHOSTS."
The Ancient Pillory and Stocks and
"Katie King" mystery.
Do the dead return, or is it deception?

First Time of
ACHMED ALI BEY,
in his original and unequalled Japanese illusion entitled
"THE HUMAN SERPENT."

Note.—Achmed Ali Bey will on this, his farewell night in Hongkong, EXPOSE HIS "BLACK CABINET" illusion.

MISS HAIDA
in new dancing specialities.

First Time of
MEDICINE VERSUS MAGNETISM.

Notice.—The picture painted by Mr. ALBERT LINTON will again be given away. Every person on entering the Theatre will receive a number, and the holder of the lucky number drawn will receive the picture.

WASH NORTON,
Manager.

Hongkong, 3rd July, 1888. [677

NOTICE.

NOTICE is hereby given that from this date Vessels proceeding to Japan from or via Hongkong or Amoy will be subject to medical inspection at Nagasaki, Kobe, and Yokohama.

TEISKE MINAMI,
H. I. Japanese M.'s Consul.

Hongkong, 4th July, 1888. [678

To-day's Advertisements.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.

EVERYONE DELIGHTED AT OUR GENUINE PERFORMANCES.

SHOUTS OF LAUGHTER GREETS EACH ACT.

THE WONDERFUL JAPANESE.

THE BEAUTIFUL TRICK HORSES.

TO-NIGHT!

TO-NIGHT!!

TO-NIGHT!!!

SATURDAY AFTERNOON, the 7th July,
Special Afternoon Performance for the convenience of Schools and Families residing at a distance when Children will be admitted at reduced prices namely :—

Chairs.....50 Cents.
Stalls.....30 „
Pit.....20 „

Servants in care of Children 50 Cents.

Adults will be charged the usual Evening prices.

Doors Open at 3.30, Performance at 4 P.M.

N.B.—THE CIRCUS PERFORMS EVERY EVENING.

Private Boxes and Single Seats may be Reserved at Messrs. KELLY & WALSH'S, LD.

PRICES OF ADMISSION :

Private Boxes containing Six Chairs	$12.00
Dress Circle Chairs	2.00
Stalls (Carpeted Seats)	1.00
Pit	50.

Children under 12 years of age Half-price to to all parts of the Circus.

Naval and Military in uniform Half-price to all parts of the house, except to Private Boxes.

ROBT. LOVE,
General Agent.

Hongkong, 4th July, 1888 [665

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

THE Company's Steamer

"TAICHIOW,"

Captain J. Newton, will be despatched for the above Ports, on SATURDAY, the 7th instant, at 2 P.M.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, 4th July, 1888. [675

Intimations.

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP :—

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. „ half hour.
4 to 8 „ „ quarter of an hour.

SUNDAYS.

½ past 12 to ½ past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets may be obtained in the Cars.

Gentlemen are requested NOT TO SMOKE in the Middle Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at $12.00; and Tickets for six trips up and six trips down, at $2.50; Five-Cent Coupons and Reduced Tickets may be obtained at the Office of the GENERAL MANAGERS.

Hongkong, 14th June, 1888. [539

PENINSULAR AND ORIENTAL STEAMSHIP COMPANY,

NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES

FROM

JAPAN AND CHINA.

ON the 19th May at NOON, and fortnightly thereafter, until further notice, the Company will maintain a DIRECT SERVICE between Hongkong and London *via* Marseilles.

This improved service will *abolish all Transhipments*, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of Cargo, and for Passenger accommodation and cuisine.

The attention of Passengers is specially called to the greatly improved *second-saloon* accommodation and attendance.

E. L. WOODIN,
Superintendent.

Hongkong, 8th May, 1888. [488

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

L. MALLORY,
Proprietor.

[636

THE "FOUR CROWNS" RESTAURANT AND READING ROOM,
No. 14, COCHRANE STREET.

MEALS at all hours at moderate charges. Coffee, Tea, Cocoa, and Aerated Waters. Musical Entertainment.

ADOLF STERN,
Proprietor.

Hongkong, 19th June, 1888. [619

Intimations.

CHINESE IMPERIAL GOVERNMENT SILVER LOAN OF 1884.

Loan B.

FIRST DRAWING.

NOTICE is hereby given, that in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at Par, at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong, on the 30th day of June, 1888, when the interest thereon will cease to be payable, were this day Drawn at the Office of the said Corporation in Hongkong, in the presence of Mr. WILLIAM HENRY GASKELL, Acting Chief Accountant of the said Corporation, and of the Undersigned Notary.

NUMBERS OF BONDS DRAWN.

970 BONDS Nos. :—

2791	2792	2793	2794	2800	2801	2804	2805	2809	2810	2813	2817	2818	2820
2825	2826	2827	2833	2837	2838	2841	2845	2846	2849	2850	2851	2857	2862
2864	2865	2871	2872	2873	2874	2875	2881	2883	2884	2889	2890	2893	2897
2901	2902	2905	2906	2910	2913	2917	2918	2921	2923	2924	2929	2930	2931
2937	2938	2940	2945	2946	2947	2953	2954	2959	2960	2961	2962	2968	2969
2970	2971	2977	2980	2981	2985	2986	2987	2993	2997	2998	3001	3006	3007
3009	3010	3011	3017	3022	3023	3025	3030	3031	3033	3034	3039	3041	3046
3047	3049	3050	3054	3057	3060	3061	3065	3066	3069	3073	3077	3080	3081
3085	3087	3089	3090	3091	3097	3098	3100	3105	3110	3111	3113	3114	3116
3121	3127	3128	3129	3130	3135	3137	3141	3142	3145	3146	3150	3153	3158
3159	3161	3163	3164	3169	3170	3171	3177	3181	3182	3185	3186	3192	3193
3194	3195	3201	3202	3208	3209	3210	3216	3217	3219	3224	3225	3226	3232
3233	3239	3240	3241	3242	3248	3249	3250	3256	3257	3261	3264	3265	3266
3272	3273	3274	3280	3281	3287	3288	3289	3290	3296	3297	3302	3304	3305
3306	3312	3313	3314	3318	3321	3322	3323	3329	3330	3331	3337	3338	3344
3345	3346	3350	3353	3354	3360	3361	3362	3366	3369	3373	3375	3377	3378
3384	3385	3387	3390	3393	3394	3400	3401	3402	3406	3409	3410	3416	3417
3420	3424	3425	3426	3432	3433	3438	3439	3443	3444	3445	3451	3452	3456
3460	3461	3462	3467	3468	3469	3477	3478	3479	3481	3486	3487	3491	3492
3493	3501	3502	3503	3508	3509	3510	3517	3518	3520	3524	3525	3526	3529
3531	3532	3539	3540	3541	3548	3550	3551	3556	3557	3558	3561	3564	3565
3571	3572	3573	3580	3581	3582	3586	3587	3588	3596	3598	3599	3601	3604
3605	3610	3612	3613	3620	3621	3622	3626	3627	3629	3634	3636	3637	3642
3643	3644	3652	3653	3654	3659	3660	3664	3665	3666	3670	3677	3678	3680
3686	3687	3688	3689	3694	3695	3701	3702	3703	3707	3708	3713	3714	3717
3723	3725	3726	3729	3734	3735	3738	3741	3742	3745	3748	3749	3756	3757
3758	3763	3764	3768	3772	3773	3774	3778	3781	3782	3788	3789	3790	3798
3799	3800	3803	3804	3806	3810	3811	812	3817	3818	3821	3826	3829	3830
3833	3834	3840	3846	3847	3848	3849	3850	3851	3858	3859	3862	3865	3866
3872	3876	3877	3878	3883	3884	3888	3889	3895	3896	3899	3900	3904	3905
3911	3912	3916	3917	3918	3921	3922	3923	3931	3932	3935	3936	3937	3938
3939	3949	3950	3951	3953	3954	3955	3963	3964	3966	3969	3970	3974	3977
3981	3984	3985	3991	3992	3995	3996	3998	4001	4002	4003	4009	4010	4011
4017	4019	4022	4025	4026	4027	4033	4034	4038	4045	4046	4047	4053	4054
4055	4060	4061	4063	4065	4067	4068	4075	4076	4077	4082	4083	4084	4092
4093	4094	4097	4098	4102	4105	4106	4107	4113	4114	4119	4121	4122	4127
4131	4132	4133	4138	4140	4141	4148	4149	4150	4157	4159	4160	4161	4166
4167	4171	4172	4176	4180	4181	4182	4186	4189	4190	4193	4196	4200	4206
4207	4208	4210	4213	4214	4220	4221	4222	4227	4228	4230	4233	4235	4236
4243	4244	4245	4250	4253	4254	4257	4258	4264	4265	4267	4270	4273	4274
4280	4284	4285	4286	4289	4290	4291	4300	4301	4302	4305	4306	4312	4315
4318	4319	4321	4322	4327	4329	4332	4333	4337	4339	4344	4350	4351	4352
4353	4354	4359	4366	4367	4368	4369	4370	4374	4380	4381	4383	4385	4386
4387	4397	4398	4399	4401	4402	4404	4410	4411	4412	4417	4418	4424	4428
4429	4431	4433	4434	4438	4442	4445	4446	4449	4450	4451	4457	4458	4463
4465	4466	4470	4476	4478	4479	4481	4482	4488	4493	4494	4495	4497	4498
4499	4509	4510	4511	4513	4514	4518	4525	4526	4528	4529	4530	4536	4541
4542	4543	4545	4546	4547	4556	4557	4559	4561	4564	4566	4572	4573	4574
4577	4582	4583	4586	4589	4592	4593	4594	4595	4602	4603	4604	4609	4610
4611	4617	4619	4623	4625	4626	4627	4635	4638	4640	4641	4642	4648	4651
4652	4656	4657	4658	4660	4666	4667	5672	4673	4674	4678	4684	4686	4687
4689	4690	4696	4702	4703	4704	4705	4706	4707	4716	4717	4718	4721	4724
4728	4731	4732	4733	4737	4738	4739	4740	4745	4747	4748	4753	4754	4758
4762	4764	4765	4769	4770	4774	4777	4783	4784	4785	4786	4788	4798	4799
4801	4802	4805	4809	4813	4814	4817	4818	4819	4825	4829	4832	4833	4834
4835	4841	4847	4848	4853	4854	4855	4857	4860	4864	4869	4870	2871	4873
4874	4878	4885	4886	4887	4889	4890	4892	4899	4900	4904	4905	4906	4907
4916	4918	4919	4921	4922	4923	4929	4932	4936	4937	4938	4941	4948	4949
4952	4953	4956	4959	4961	4962	4968	4969	4971	4972	4979	4982	4984	4985
4986	4990	4993	4996	5001	5002	5011	5012	5016	5020	5028	5029	5033	5037
5046	5048	5049	5051	5057	5064	5065	5072	5077	5078	5081	5082	5094	5095
5097	5100	5106	5107	5113	5120	5127	5128	5129	5134	5139	5140	5145	5150
5159	5160	5161	5163	5170	5172	5177	5178	5189	5190	5193	5195	5206	5207
5209	5215	5219	5222	5225	5226	5234	5235	5241	5248	5255	5256	5257	5258
5268	5271	5273	5277	5284	5285	5289	5290	5299	5301	5305	5306	5316	5319
5321	5325	5333	5334	5337	5338	5349	5350	5353	5354	5364	5365	5369	5371
5380	5381	5385	5387	5396	5397	5401	5402	5409	5413	5417	5418	5429	5430
5433	5439	5446	5447	5449	5451	5461	5462	5465	5466	5476	5480	5481	5488
5492	5493	5497	5498	5508	5512	5513	5519	5524	5527	5529	5533	5537	5541
5545	5546	5557	5558	5561	5566	5569	5570	5577	5579	.....	.....	.....	.....

For $500 each Hongkong Currency=$488,000.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

W. H. GASKELL,
Acting Chief Accountant.

COUNTERSIGNED,

A. P. STOKES,
Notary Public,
HONGKONG.

Hongkong, 19th May, 1888. [649

CHINESE IMPERIAL GOVERNMENT SILVER LOAN OF 1884, LOAN B.

THE INTEREST due 30th day of June Current, of the above LOAN, together with BONDS DRAWN for Redemption, will be PAID at the Office of this Corporation on and after that date.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,

W. H. GASKELL,
Acting Chief Accountant.

Hongkong, 19th May, 1888. [650

W. POWELL & CO.

FURNISHING DEPARTMENT.

WE respectfully call the attention of Shipowners and Captains to the immense facilities at our command for undertaking and executing all orders for
SHIP'S UPHOLSTERY.
BEDDING and LINEN of every description.
Good Workmanship and dispatch guaranteed. Estimates Free.

W. POWELL & CO.

VICTORIA EXCHANGE,
Hongkong, 31st May, 1888 [6

NO MORE TOOTH ACHE.

USE
the Dentifrice Elixir, Powder and Paste
OF THE
R.R.F.F. BENEDICTINES
of the ABBEY of SOULAC (Gironde, France)
Dom MAGUELONNE, Prior
2 GOLD MEDALS : Brussels 1880 — London 1884
THE HIGHEST REWARDS
INVENTED By the Prior
in the year 1373 Pierre BOURSAUD
« The daily use of a few drops of the Dentifrice Elixir of the RR.FF. Benedictines in water, prevents and cures the decay of the teeth, which are whitened and consolidated, while the gums are perfectly fortified and restored.
« It is a real service rendered to our readers to point out to them this old and useful preparation, the most curative, and the only preservative from all Dental disorders. »
Established 1807
General Agent : SEQUIN 3, rue Huguerie, 3 BORDEAUX

Depots in HONG-KONG :
A. S. WATSON & Co, Limited
THE HONG-KONG DISPENSARY.
Sold by all Chemists, Perfumers, Hair-dressers, etc.

Postal.

TO-DAY.

THE SHARE MARKET.

5 o'clock.

We have had an unusually quiet day on the Share Market. A few China Fires have changed hands at 76½, and there are further sellers at that rate. Some cash transactions were reported this forenoon in Steamboats at 223 and also at 225 for August, but the stock was a trifle weaker latterly the afternoon, although no liberties were taken. Docks have depreciated somewhat, shares being on offer at from 38 to 36 per cent. premium for cash, but no actual business appears to have been arranged. The Wharf and Godown Co.'s scrip has been "placed" at 71 for cash and likewise at 76 for December. There are further cash sellers, but buyers at the time rate. China Sugars are quoted nominally at 192. Nothing else calls for special remark.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—162 per cent. premium, sellers.

Union Insurance Society of Canton—$873 per share, sellers.

China Traders' Insurance Company—$72 per share, sellers.

North China Insurance—Tls. 285 per share, buyers.

Canton Insurance Company, Limited—$75 per share, buyers.

Chinese Insurance Association—Tls. 100 per share, sellers.

Chinese Insurance Company—$185 per share, buyers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Union Fire Insurance Company—$340 per share, sellers.

China Fire Insurance Company—$76½ per share, sales and sellers.

Hongkong and Kowloon Dock Company, 38 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co. —$222 per share, sales and sellers.

Douglas Steam Ship Company—62½ per share, buyers.

Hongkong Hotel Company—$135 per share, sellers.

China Sugar Refining Company—$175 per share, sellers.

Douglas Steamship Company—$55 per share, sellers.

China Sugar Refining Company, Limited—$192 per share, sellers.

China Sugar Refining Company, Limited—$61 per share, sellers.

Consumers' Gas Company—$80 per share, buyers.

Hongkong Dairy Farm Co., Limited—$12 per share, sales.

A. S. Watson & Co., Limited—90 per cent. premium, ex. div., buyers.

China Government Loan of 1884 A—2 per cent.

China Government Loan of 1884 B—8 per cent.

China Government Loan of 1884 C—10 per cent.

Chinese Imperial Loan of 1886 E—12 per cent. premium.

Hongkong Manufacturing Company, [illegible] per share, sales and buyers.

Hongkong Ice Company—$20

Pulau Obi Mining Co. Sumatran Mining Co. $10 per share, buyers.

Kowloon Wharf and Godown Co.—71 per cent. premium, sales and sellers.

Tonquin Coal Mining Co.—50 per cent. premium, sellers.

The Hongkong High-Level Tramway Co., Limited—210 per cent. premium, buyers.

[illegible]

[illegible] T.	3 0
[illegible]	3 0½
[illegible] sight	3 0½
[illegible] Sight	3 0½
[illegible] at 4 months' sight	3/0½
[illegible] 4 months'	3/0½
[illegible] Demand	3.80
[illegible] months' sight	3.88
On Japan T.T.	225½
On Demand	226
ON SHANGHAI—	
Bank, 60 days' sight	72½
Private, 30 days' sight	73

OPIUM MARKET.—THIS DAY.

NEW MALWA ..... per picul, ... (Allowance, Taels 64).	$520/70
OLD MALWA ..... per picul, ... (Allowance, Taels 64).	$580
NEW PATNA, (without choice) per chest	$465
NEW PATNA, (first choice) per chest	$467½
NEW PATNA, (bottom) per chest	$476½
NEW PATNA, (second choice) per chest	$462½
NEW BENARES, (without choice) per chest	$458½
NEW BENARES, (bottom) per chest	$467½
NEW PERSIAN (best quality) per picul	$640
OLD PERSIAN (best quality) per picul	$600
OLD PERSIAN (second quality) per picul	$555 to $570

CHINA COAST METEOROLOGICAL REGISTER.

3rd July, 1888.—At 4 p.m.

STATION	Barometer red. to sea level 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.78	53	...	s	2	o	...
Tokio	29.61	...	...	s	4	...	...
Nagasaki	29.72	...	...	sw	3	...	0.09
Shanghai	29.75	72	90	ESE	4	o	...
Amoy	29.74	83	79	s	3	b	...
Hongkong	29.75	86	73	s	1	c	...
Haiphong	29.80	91	72	SE	2	o	...
Bolinao	29.81	78	91	SSW	2	o r	...
Manila	29.82	85	77	sw	2	c	0.03

4th July, 1888.—At 10 a.m.

STATION.	Barometer red. to sea level 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.69	52	96	SE	4	o r	0.04
Tokio	29.72	...	...	...	0	...	...
Nagasaki	29.70	...	...	ESE	5	...	...
Shanghai	29.63	73	98	...	0	o r	...
Amoy	29.76	85	84	s	2	c	...
Hongkong	29.77	85	81	s	2	o	...
Haiphong	29.76	85	78	E	1	o	...
Bolinao	29.85	86	65	SE	2	b	0.90
Manila	29.88	88	72	SSW	1	c	...

The barometer has fallen along the coast, and gradients are moderate for south-west winds. Overcast, warm and rather damp weather prevails.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Threatening, v Visibility, w Dew wet). 7—Rain in inches, and hundredths.

W. DOSSACH.

Hongkong Observatory, 4th July, 1888.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER).

TO-DAY.

Barometer 6 A.M.	29.80
Barometer 1 P.M.	29.77
Barometer 6 P.M.	29.75
Thermometer 6 A.M.	82
Thermometer 1 P.M.	86
Thermometer 6 P.M.	84
Thermometer 6 A.M. (Westbuth)	81
Thermometer 1 P.M. (Westbuth)	81
Thermometer 6 P.M. (Westbuth)	81
Thermometer—Minimum	86
Thermometer—Maximum	83

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Khedive*, with the next English mail, left Singapore at 6 a.m., on the 2nd instant, and is due here on the 7th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Sydney* with mails, &c. from San Francisco to the 12th ultimo, left Yokohama on the 3rd instant, and is due here on or about the 9th.

THE INDIAN MAIL.

The Indo-China S. N. Co.'s steamer *Wingsang*, from Calcutta, left Singapore on the 2nd instant, and is expected here on the 8th.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Anchises*, from London, left Singapore on the 3rd instant, and is expected here on the 9th.

The P. & O. S. N. Co.'s steamer *Khiva*, from Bombay, left Singapore on the 4th instant, at 7.30 a.m., and is expected here on the 10th.

The 'Shire' line steamer *Carmarthenshire*, from London, left Singapore on the 4th instant and is due here on the 10th.

Shipping.

COURTESIES.

SACHSEN, German steamer, 2,874, Ad. Jaeger, 3rd July,—Shanghai 1st July, Mails and General.—Melchers & Co.

GENERAL WERDER, German steamer, 1,820, W. von Schuckmann, 3rd July,—Nagasaki 29th June, Mails and General.—Melchers & Co.

PALAMED, British steamer, 1,536, C. Jackson, 3rd July,—Foochow, and Amoy 2nd July, Tea and General.—Butterfield & Swire.

NINGPO, German steamer, 762, Sadewasser, 3rd July,—Whampoa 3rd July, General.—Siemssen & Co.

KWONGSANG, British steamer, 985, Sellar, 3rd July,—Whampoa 3rd July, General.—Jardine, Matheson & Co.

ANTON, German steamer, 396, E. Aereboe, 4th July,—Pakhoi 29th June, and Hoihow 2nd July, General.—Wieler & Co.

IRAOUADDY, French steamer, 2,363, A. Bretel, 4th July,—Marseilles 4th June, Alexandria and Port Said 8th, Suez 9th, Aden 14th, Colombo 21st, Singapore 27th, and Saigon 29th, Mails and General.—Messageries Maritimes.

CHOW-CHOW-FOO, German steamer, 796, W. —Wendt, 4th July,—Saigon 29th June, Rice. —Tung Kee.

ALWINE, German steamer, 400, Samuelsen, 4th July,—Pakhoi 1st July, and Hoihow 3rd, General.—Wieler & Co.

MOGUL, British steamer, 1,857, Johnson, 4th July,—Singapore 28th June, General.—Adamson, Bell & Co.

SEPTIMA, German steamer, 783, P. Hansen, 4th July,—Manila 30th June, General.—Ed. Schellhass & Co.

CHEANG HOCK KIAN, British steamer, 956, F. Webb, 4th July,—Penang 26th June, and Singapore 28th, General.—Bun Hin Chan.

BELLONA, German steamer, 2,032, Heasloop, 4th July,—Kobe 29th June, General.—Siemssen & Co.

CLEARANCES AT THE HARBOUR OFFICE

Wingpo, British steamer, for Shanghai.
Anton, German steamer, for Hoihow.
Namoa, British steamer, for Swatow, &c.
Norden, Norwegian steamer, for Nagasaki.
Palamed, British steamer, for Singapore.
Miike Maru, Japanese str., for Kutchinotzu.
Benalder, British steamer, for Saigon.
Kashgar, British steamer, for Singapore.

DEPARTURES.

July 4, *Frejr*, Danish steamer, for Haiphong.
July 4, *Soochow*, British steamer, for Hoihow.
July 4, *Marie*, German steamer, for Haiphong.
July 4, *Namoa*, British steamer, for Swatow, &c.
July 4, *Kashgar*, British str., for Singapore, &c.
July 4, *Agamemnon*, British str., for Singapore.
July 4, *Ningpo*, British steamer, for Shanghai.
July 4, *Smit*, Dutch steamer, for Saigon.

PASSENGERS—ARRIVED.

Per *Cheaog Hock Kian*, str., from Penang, &c.—206 Chinese.

Per *Alwine*, str., from Pakhoi, &c.—43 Chinese.

Per *Mogul*, str., from Singapore.—4 Europeans and 225 Chinese.

Per *Anton*, str., from Pakhoi, &c.—60 Chinese.

Per *Chow-chow-foo*, str., from Saigon.—6 Chinese.

Per *Palamed*, str., from Foochow, &c.—Mr. and Mrs. F. England, maid and child, Messrs. Siedell, Gordon, da Roza, and 375 Chinese.

Per *Sachsen*, str., from Shanghai.—Mr. Fred. Rodewald, family and nurse, Mr. G. Sierich, and 2 Chinese.

Per *General Werder*, str., from Nagasaki.—For Hongkong.—Mr. C. P. Karberg, and 58 Chinese. For Southampton.—Mr. F. Scott (British Consul), and Mr. F. T. Esdale.

Per *Iraouaddy*, str., from Marseilles.—For Hongkong.—Captain H. W. Auld, Messrs. C. Evans and A. J. Lima Almeida. From Aden.—Mr. Houriel Beckar. From Colombo.—Messrs. Hiejo and Akar. From Singapore.—Dr. J. W. Noble. From Saigon.—Rev. Gendron, Sœurs Catherine and Françoise, Mr. Tournier, and 191 Chinese. From Marseilles.—For Shanghai.—Mr. and Mrs. Dimitri Ivanor, Messrs. Joseph Booth and Abily, Sœurs St. Estelle and St. Lucitarie. From Saigon.—Mrs. R. Brannstein. From Marseilles.—For Kobe.—Messrs. Hamonka and Condo. From Saigon.—7 officers and 60 sailors From Port Said.—For Yokohama.—Le Baron and La Baronne Ivacoura, infant and servant. From Singapore.—Mrs. Fleetwood, and Mr. Lawrence.

DEPARTED.

Per *Namoa*, str., for Swatow.—M. J. Broomley.

REPORTS.

The German steamship *Sachsen* reports that she left Shanghai on the 1st instant. Had fine weather.

The British steamship *Palamed* reports that she left Foochow, and Amoy on the 2nd instant. Had fine clear weather.

The German steamship *Septima* reports that she left Manila on the 30th ultimo. Had fine weather and light northerly winds.

The British steamship *Mogul* reports that she left Singapore on the 28th ultimo. Had fine clear weather and light variable winds with smooth water.

The British steamship *Cheang Hock Kian* reports that she left Penang on the 26th ultimo, and Singapore on the 28th. Had light south-west winds and fine weather throughout.

Post Office.

MAIL WILL CLOSE

For Swatow and Shanghai.—Per *Kwongsang*, to-morrow, the 5th instant, at 10.00 A.M.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Yangtse*, to-morrow, the 5th instant, at 11.00 A.M.

For Amoy and Straits Settlements.—Per *Diamond*, to-morrow, the 5th instant, at 1.30 P.M.

For Kobe and Yokohama.—Per *Benlarig*, to-morrow, the 5th instant, at 3.30 P.M.

For Amoy and Manila.—Per *Don Juan*, to-morrow, the 5th instant, at 3.30 P.M.

For Saigon.—Per *Drachenfels*, to-morrow, the 5th instant, at 4.30 P.M.

For Hoilow and Pakhoi.—Per *Alwine*, to-morrow, the 5th instant, at 5.00 P.M.

For Straits, Colombo, Bombay, and London. —Per *Lombardy*, on Saturday, the 7th instant, at 11.30 A.M.

For Saigon.—Per *Chow-chow-foo*, on Saturday, the 7th instant, at 4.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ABYSSINIA, British steamer, 2,346, Geo. A. Lee, 28th June, San Francisco 21st May, Vancouver 29th, Yokohama 17th June, Nagasaki 21st, and Shanghai 25th, General. —Adamson, Bell & Co.

AFGHAN, British steamer, 1,439, G. Roy, 3rd July,—Sydney, *via* Manila 30th May, Sugar. Gibb, Livingston & Co.

ANJER HEAD, British steamer, 1,300, Pinkham, 26th June,—Batoum 10th May, and Singapore 19th June, Kerosene Oil.—Jardine, Matheson & Co.

ARABIC, British steamer, 2,787, Smith, 28th June,—Liverpool 26th May, Coals.—O. & O. S. S. Co.

BENALDER, British steamer, 1,331, W. R. Thomson, 28th June,—Saigon 24th June, Rice.—Gibb, Livingston & Co.

BENLARIG, British steamer, 1,487, Freeman, 26th June,—Saigon 22nd June, Rice.—Gibb, Livingston & Co.

CHANGSHA, British steamer, 1,463, J. E. Williams, 3rd July,—Colonies 11th June, Coal and General.—Butterfield & Swire.

DECIMA, German steamer, 965, P. Oestmann, 29th June,—Bangkok 22nd June, Rice.—Siemssen & Co.

DEVAWONGSE, British steamer, 1,057, P. H. Loff, 3rd July,—Bangkok 26th June, Rice and Timber.—Yuen Fat Hong.

DON JUAN, Spanish steamer, 674, José Marquez, 3rd July,—Manila 30th June, General. —Brandão & Co.

DRACHENFELS, German steamer, 1,459, Carl Tarée, 30th June,—Saigon 26th June, Rice and Paddy.—Melchers & Co.

FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.

HAIFAN, British steamer, 1,182, S. Ashton, 26th June,—Foochow 22nd June, Amoy 24th, and Swatow 25th, General.—D. Lapraik & Co.

KILDARE, British steamer, 2,277, Johnson, 3rd July,—Saigon 29th June, Rice.—Butterfield & Swire.

KUTSANG, British steamer, 1,495, Slessar, 30th June,—Whampoa 30th June, General.—Jardine, Matheson & Co.

LOMBARDY, British steamer, 1,580, C. F. Preston, 1st July,—Bombay 15th June, and Singapore 26th, General.—P. & O. S. N. Co.

LORD OF THE ISLES, British steamer, 1,856, L. C. Felgate, 1st July,—New York 7th May, and Singapore 25th June, General.—Russell & Co.

MARIE, German steamer, 704, Hohlmann, 30th June,—Haiphong 28th June, General.—A. R. Marty.

MIIKE MARU, Japanese steamer, 2,082, Pyne, 28th June,—Kutchinotzu 23rd June, Coal.—Mitsui Bussan Kaishia.

MORAY, British steamer, 1,411, W. S. Duncan, 27th June,—Saigon 23rd June, Rice.—Adamson, Bell & Co.

NANSHAN, British steamer, 805, Geo. Blackburne, 2nd July,—Bangkok 21th June, and Koh-si-chang 25th, Rice and General.—Hop Hing Hong.

NORDEN, Norwegian steamer, 1,367, Nielsen, 30th June,—Nagasaki 24th June, Coals and General.—Mitsui Bussan Kaishia.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

TAICHIOW, British steamer, 862, J. Newton, 26th June,—Bangkok 20th June, Rice and General.—Yuen Fat Hong.

YANGTSE, French steamer, 2,393, Lormier, 3rd July,—Shanghai 30th June, Mails and General.—Messageries Maritimes.

SAILING VESSELS.

ANNA, German schooner, 347, H. Meinsdrico, 14th June,—Menada 10th May, Wood.—Siemssen & Co.

CHITTOOR, British bark, 217, S. Gortley, 20th June,—Freemantle 18th May, Sandalwood. —Jardine, Matheson & Co.

CUTHONA, British 3-m. schooner, 301, James Giffet, 19th June,—Sharks Bay 12th May, Sandalwood.—Jardine, Matheson & Co.

ELECTRA, American bark, 989, F. L. Jones, 20th June,—Manila 8th June, General.—Russell & Co.

ELLA NICOLAS, German bark, 574, J. W. Meisterfeld, 11th June,—Pescadores 7th June, Ballast.—Chinese.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

HEINRICH, German ship, 923, F. H. Barnau, 20th May,—Middlesborough 17th Dec., Iron and Cokes.—Arnhold, Karberg & Co.

NORDEN, Norwegian schooner, 236, L. A. Jensen, 30th June,—Delagoa Bay 12th May, General. —Gilman & Co.

OMEGA, British bark, 480, Brown, 11th June, Newchwang 25th May, Beans.—Chinese.

SACHEM, American ship, 1,411, J. L. Bartlett, 29th June,—Cardiff 17th March, Coal.—P. & O. S. N. Co.

SANTA FILOMENA, Spanish schooner, 449, J. de Mendiguren, 24th Jan.,—Iloilo 31st Dec., General.—Kwong Cheong Tai.

SPINAWAY, British sch., 325, J. Garrich, 23rd June,—Sharks Bay 26th May, Sandalwood. —Siemssen & Co.

TARAPACA, British bark, 494, H. Kennett, 11th June,—Sandakan 11th May, Timber.—Gibb, Livingston & Co.

TETUAN, German bark, 438, Röper, 1st April.—Singapore 29th January, Hardwood and Timber.—Chinese.

VELOCITY, British bark, 404, R. Martin, 3rd May,—Honolulu 21st March, General.—Pustau & Co.

YOUNG SIAM, Siamese bark, 789, G. Kock, 16th June,—Put back, General.—Chinese.

WHAMPOA.

AMOY, German steamer, 815, R. Köhler, 1st July, Shanghai 28th June, General. —Siemssen & Co.

FUSHUN, Chinese steamer, 1,600, Croad, 30th June,—Shanghai 27th June, and Swatow 29th, General.—C. M. S. N. Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Khedive	London	July 7th	P. & O. S. N. Co.
City of Sydney	San Francisco	July 8th	Pacific Mail S. S. Co.
Wingsang	Calcutta	July 8th	Jardine, Matheson & Co.
Anchises	London	July 9th	Butterfield & Swire.
Khiva	Bombay	July 10th	P. & O. S. N. Co.
Carmarthenshire	London	July 10th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal	Glencoe	Jardine, Matheson & Co.	About July 9th.
London, via Suez Canal	Palamed	Butterfield & Swire	To-morrow.
Marseilles, via Saigon, &c.	Yangtse	Messageries Maritimes.	To-morrow, at noon.
Bremen, & Ports of Call	Sachsen	Melchers & Co.	To-morrow, at 9 a.m.
Havre, Hamburg, &c.	Bellona	Siemssen & Co.	July 7th, at 3 p.m.
Vancouver, B.C., via P., &c.	Abyssinia	Adamson, Bell & Co.	July 10th, at 3 p.m.
San Francisco, via Y'hama	Arabic	O. & O. S. S. Co.	July 10th, at 3 p.m.
San Francisco, via Y'hama	City of Sydney	Pacific Mail S. S. Co.	July 19th, at 3 p.m.
Sydney and Melbourne	Afghan	Gibb, Livingston & Co.	July 10th, at 4 p.m.
Straits, Colombo, & Bombay	Lombardy	P. & O. S. N. Co.	July 7th, at noon.
Kobe and Yokohama	Benlarig	Gibb, Livingston & Co.	To-morrow, at 4 p.m.
Kobe and Yokohama	Carmarthenshire	Adamson, Bell & Co.	July 11th.
Tientsin	Soochow	Butterfield & Swire	July 11th.
Shanghai, Kobe, &c.	Mogul	Adamson, Bell & Co.	To-morrow.
Shanghai, via Swatow	Kwongsang	Jardine, Matheson & Co.	To-morrow, at noon.
Shanghai, via Amoy	Anchises	Butterfield & Swire	July 11th.
Manila, via Amoy	Don Juan	Brandão & Co.	To-morrow, at 4 p.m.

Intimations.

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS,

No. 11, Praya Central,

(Opposite Pedder's Wharf).

SOLE AGENTS

for

RAHTJEN'S

GENUINE

COMPOSITION

FOR

THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS,

PRESERVATIVE AGAINST

ROTTING, DECAY, &c., of WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS

IMPERIAL CHAMPAGNE,

LA GRANDE MARQUE.

FLENSBURG STOCKBEER,

ENGINEERS AND BLACKSMITHS' TOOLS,

AND EVERY KIND OF SHIP'S

STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 1st January, 1885. [85

BOWRINGTON FOUNDRY,

EAST POINT, HONGKONG.

A. G. GORDON & Co.

A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both afloat and ashore, on most reasonable terms.

PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.

ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.

Hongkong, 1st January, 1888. [41

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order,

ISAAC HUGHES,
Secretary.

Hongkong, 20th April, 1888. [428

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES,
Secretary.

Hongkong, 7th November, 1887. [23

MITSUI BUSSAN KAISHIA.

SOLE AGENTS FOR THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.

Y. FUKUHARA,
Acting Manager.

Hongkong, 19th January, 1888. [105

Intimations.

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY, PORT, CLARETS.
CHAMPAGNE. HOCKS, BURGUNDY.
BRANDY, WHISKIES, ALE, STOUT.
MACHINERY, COOKING STOVES.
SCALES, BICYCLES and TRICYCLES.
PAINTS, OILS, VARNISH.
PIANOS, SINGER'S SEWING MACHINES.
SODA WATER MACHINERY, Gas Engines.
VELOCIPEDE HORSES.
EMPIRE LUBRICATORS.
ICE MAKING MACHINES.
BICYCLE WHEELS for JINRICKSHAWS.

Apply to

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 22nd May, 1888. [11

EMPIRE BREWERY,

SHANGHAI.

"EMPIRE" LIGHT PALE ALE } IN
EMPIRE EXTRA STOUT ..... } BOTTLES.

THESE delicious and invigorating Products are better adapted in every respect to the requirements of this Climate than European Brands of ALE and STOUT, and are sold by the Undersigned 20 % Cheaper.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 26th June, 1888. [646

G. FALCONER & CO.

WATCH AND CHRONOMETER MANUFACTURERS

AND

JEWELLERS.

NAUTICAL INSTRUMENTS,

CHARTS AND BOOKS.

No. 16, Queen's Road Central. [604

FOR SALE AT MACAO.

ON MODERATE TERMS.

AN extensive property on the business side of the town, consisting of TEN STRONGLY BUILT GODOWNS, with Rooms above suitable for Offices or Dwelling Houses; Six small Dwelling Houses, attached to a Chinese Hong; and a piece of spare ground suitable for building purposes.

There are two separate entrances to the property, one opening on the Harbour close to the Steamboat Co.'s Wharf.

For full particulars, apply to

"THE HONGKONG TELEGRAPH" OFFICE.

Hongkong, 3rd April, 1888. [366

FOR SALE CHEAP.

ABOUT TEN TONS OF ASPHALTE.

Apply to

A. A. DE MELLO & Co.,
Macao.

Macao, 3rd April, 1888. [367

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK-MAKERS,

JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

SOLE AGENTS

for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's

CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.

No. 8, QUEEN'S ROAD CENTRAL. [707

FOR SALE.

GERMAN BEER.

BRAUEREI "ZUR EICHE," KIEL

$7.25 per Case of 4 Dozen Quarts.
9.00 " " 8 " Pints.

EDUARD SCHELLHASS & CO.,
Sole Agents,
Hongkong and China.

Hongkong, 3rd May, 1887. [463

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAR & SONS'

MERCHANT NAVY
NAVY BOILED
LONG FLAX } CANVAS.
CROWN

ARNHOLD, KARBERG & Co.

Hongkong, 11th June, 1881. [603

NOTICE.

THE "PEIHO TUG AND LIGHTER COMPANY" are now prepared to Lighten Ships and Steamers at the "TAKU BAR." Five Mex. Cents per picul will be charged, for dead weight, measurement Cargo in proportion.

The Undersigned will also contract for the towage of sailing vessels, from Sea to Tientsin, thence to Sea, and all work will be done under personal supervision.

JAMES WATTS,
Manager,
"P. T. & L. Co."

Taku, May 28th, 1888. [538

Notices of Firms.

NOTICE.

I HAVE This Day Established myself in this Colony as a CIVIL ENGINEER, ARCHITECT and SURVEYOR.

A. DENISON,
A. M. Inst. C. E.
61, Queen's Road Central.

Hongkong, 2nd July, 1888. [671

NOTICE.

WE have admitted Mr. SILAS AARON HARDOON, a PARTNER in our Firm in Hongkong and China, from 1st January, 1888.

E. D. SASSOON & Co.

Hongkong, 28th June, 1888 [666

NOTICE.

MY INTEREST and RESPONSIBILITY in the Firm of HAHN, PIRON & Co. has ceased from this day.

E. PIRON.

Hongkong, 1st June, 1888.

I HAVE this day taken over the Business of HAHN, PIRON & Co., and will carry on the same in future under the Style of

A. HAHN,
Dealer in Pianos and Musical Instruments.

Hongkong, 1st June, 1888. [589

Insurances.

NORTHERN ASSURANCE COMPANY.

THE Undersigned having been appointed Agents, in conjunction with Messrs. TURNER & Co., for the above Company, are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

W. HEWETT & Co.

Hongkong, 7th June, 1888. [573

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $240,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. [877

THE NEGLECT OF LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY

In connection with Life Assurance Business is afforded by

THE STANDARD LIFE OFFICE,

one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to

THE BORNEO COMPANY, LD.,
Agents, Hongkong.

Hongkong, 29th June, 1888. [659

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [150

To be Let.

TO LET.

ROOMS in "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 2nd May, 1888. [12

TO BE LET.

FURNISHED OR UNFURNISHED.

A FOUR ROOMED HOUSE

OR

A SIX ROOMED HOUSE,

IN RICHMOND TERRACE.

BOTH HOUSES have convenient out offices and good servants' quarters.

The Terrace has for some months past been one of the healthiest places of residence in the Colony. The houses are comfortable and cool in summer.

Apply to

MR. JOHN WILLMOTT,
Hongkong Dispensary.

Hongkong, 2nd July, 1888. [131

MACAO.

TO BE LET UNFURNISHED OR PARTLY FURNISHED.

A BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate.

Apply to

A. A. DE MELLO & Co.,
Macao.

Macao, 3rd April, 1888.

Printed and Published by ROBERT FRASER at No. 4, Pedder's Hill, in the City of Victoria, Hongkong.